

28th Annual Report to Congress



March 2007



Metropolitan Transportation Commission



Annual Report to Congress

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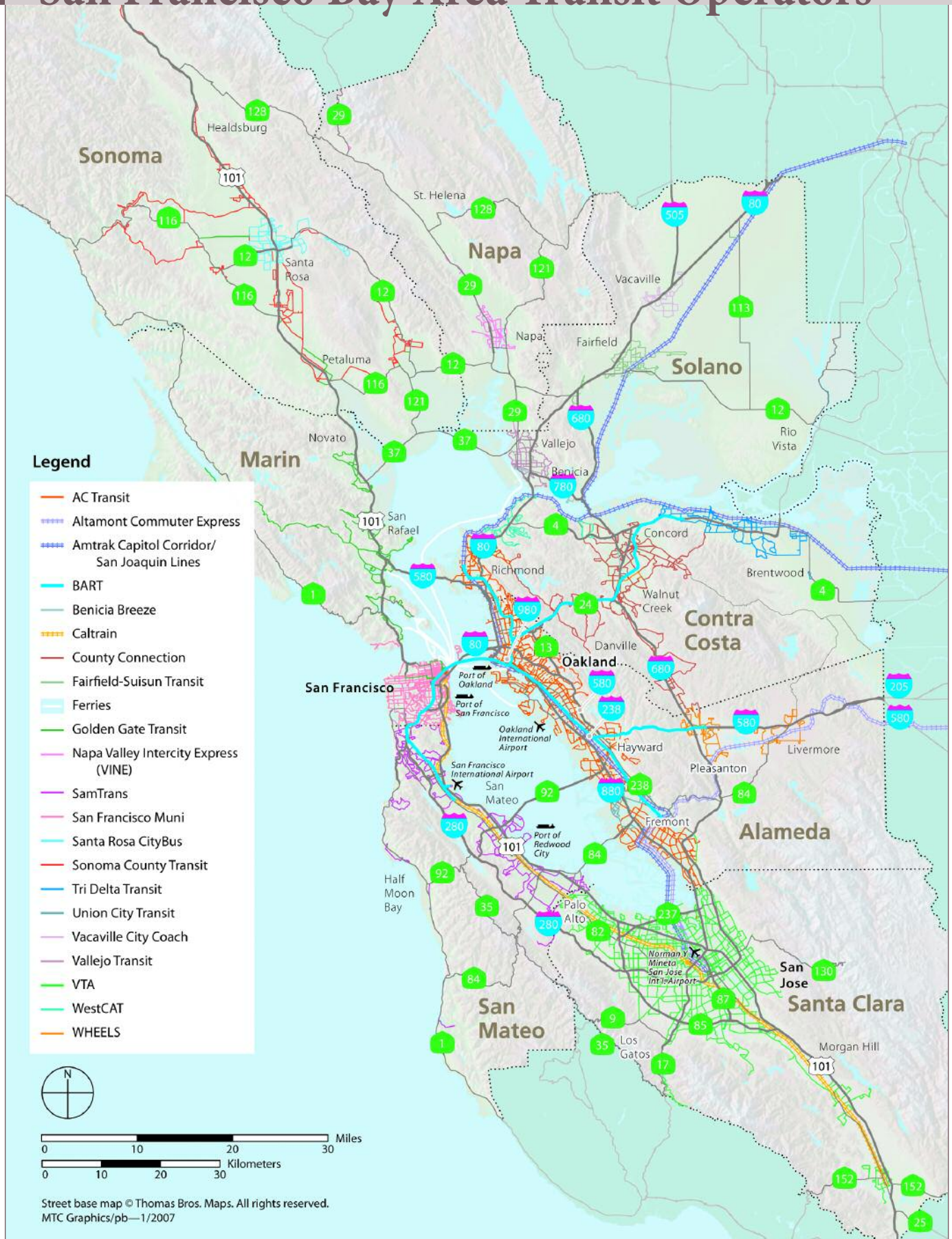
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San Francisco Bay Area Transit Operators



Note: Dark gray lines indicate highways; the colored lines illustrate the Bay Area's extensive public transit network with its numerous operators.



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March 2007

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To Our Federal Representatives:

This year's report comes at a historic time, with San Francisco's own U.S. Representative Nancy Pelosi being sworn in as Speaker of the House, the first woman — and the first Californian — ever to hold the post. MTC extends its congratulations to Speaker Pelosi, and to our entire Bay Area Congressional delegation. We look forward to rolling up our sleeves and working to advance mobility and make our transportation systems more safe and secure.

With a multi-year federal surface transportation act in place through fiscal year 2009 — and new Congressional leadership — it's time to prioritize a federal commitment to the issue of transit security. In particular, we urge you to enact a multi-year authorization bill to fund transit security on par with what already is in place for our nation's airports and seaports.

In addition to making the case for a long-term commitment to funding transit security, this report contains the Bay Area's fiscal year 2008 New Starts requests, urges Congress to fund Small Starts transit projects at previously authorized levels, and highlights some of the Commission's recent accomplishments.

We appreciate your interest in transportation issues and your help in meeting the Bay Area's mobility challenges. Please note (at left) that six new commissioners have joined MTC in the past few months. We all look forward to working with you and your staff in 2007. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

MTC Executive Director — Steve Heminger (510.817.5810)

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Sincerely,

Bill Dodd

Chair

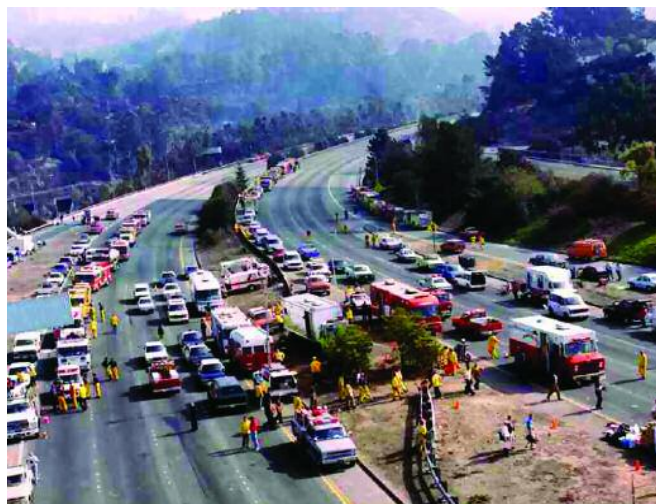
Federal Commitment Needed for Transit Security



The collapse of the upper deck of the Bay Bridge during the Loma Prieta earthquake of 1989 brought thousands of new riders to BART and Bay Area ferries.



Demolition crews worked to tear down the damaged Cypress Freeway (I-880) after the upper deck collapsed during the 1989 Loma Prieta earthquake.



The 1991 Oakland firestorm led officials to close State Route 24 approaching the Caldecott tunnel.

Each workday, some 14 million people nationwide ride public transit. This is nearly eight times more than the number of passengers on commercial airlines. Yet from 2002 through 2005, federal investment in transit security totaled just \$250 million, over 70 times less than the \$18 billion invested in aviation security.

The \$14 million approved earlier this year through the Department of Homeland Security's Infrastructure Protection Program is a step in the right direction, but more is needed. MTC is seeking a federal match to California's \$1 billion commitment to transit security approved by voters last November through Proposition 1B.

Multi-Year Authorization

MTC supports legislation similar to that introduced during the 109th Congress, which would have authorized \$3.5 billion over three years to help improve transit security nationwide — with funds for capital investments such as security cameras and communications equipment, and for operational improvements such as security training for transit agency employees and public awareness campaigns. To maximize the effectiveness of federal investment in transit security, funds should be distributed according to security assessments and priorities, as deter-



Heavy rains in the winter of 2005–06 led to floods that forced temporary disruptions to North Bay transit service.



Peter Beeler

Federal leadership is needed to protect national treasures like the Golden Gate Bridge.

mined by the Department of Homeland Security and with input from public transportation agencies.

Transit Security and Disaster Preparedness Go Hand in Hand

American transit systems — many formed more than a century ago — are vulnerable to myriad perils, both natural and man-made. Federal leadership is needed to:

- provide stable, low-cost financing to help transit agencies protect and strengthen critical facilities and communications systems, and to meet preparedness mandates; and
- define radio communications interoperability standards and provide adequate spectrum (bandwidth) for public safety.



Hundreds of thousands of people commute to work each day on BART.



courtesy of VTA

The Valley Transportation Authority (VTA) transports thousands of people a day throughout the Silicon Valley in Santa Clara county.

San Francisco Bay Area's Transit Expansion Program

Fiscal Year 2008 New Starts/Small Starts Funding Requests

The San Francisco Bay Area's public transit expansion program is a long-term, multifaceted funding strategy for investing local, state and federal dollars. Included is a consensus to prioritize federal funding from the New Starts and Small Starts programs for a small number of rail and bus projects that are key to regional mobility. Each of the projects described below enjoys strong local financial backing and the support of the Metropolitan Transportation Commission. We seek funding for two specific projects in the fiscal year 2008 transportation appropriations bill.

> Muni Third Street Light-Rail Phase 2/ Central Subway: \$15 million

For fiscal year 2008, MTC supports the San Francisco Municipal Transportation Agency's request for \$15 million in New Starts funds for preliminary engineering



Peter Beeler

Muni light-rail vehicle in Mission Bay, part of Third Street extension



AC Transit Rapid Bus

efforts. The Central Subway is Phase 2 of San Francisco Muni's Third Street Light-Rail Project, which recently began introductory weekend service, with full service starting in April 2007. The Central Subway is in preliminary engineering and anticipates a record of decision for its environmental impact report from the Federal Transit Administration by Summer 2008.

> AC Transit Bus-Rapid-Transit Project: \$15 million

MTC urges Congress to appropriate new Small Starts funding at levels authorized in the SAFETEA (Safe, Accountable, Flexible, Efficient, Transportation Equity Act) legislation. In particular, we support the inclusion of \$15 million for the Alameda/Contra Costa Transit District (AC Transit)'s Telegraph Ave./International Blvd./East 14th Street Bus Rapid Transit (BRT) project. AC Transit has a proven history of using federal funds effectively to increase bus ridership. This request will build upon these successes to enhance operations in a crowded urban corridor, thereby reducing commute times and improving travel options.

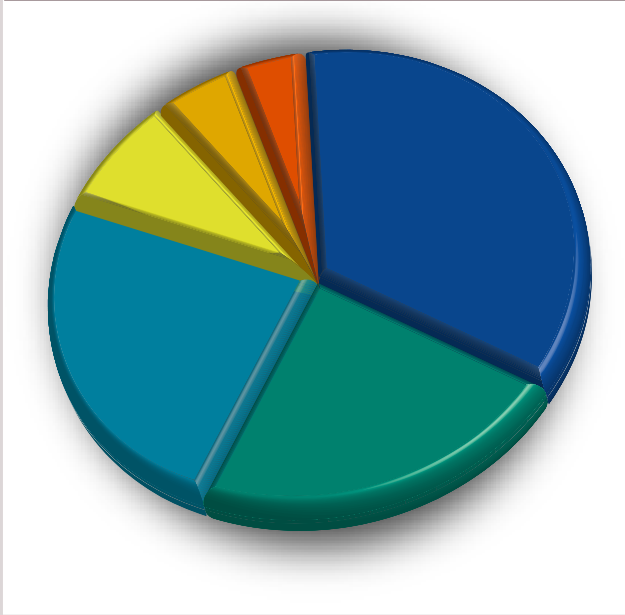
Silicon Valley BART Extension

MTC also continues to support the Bay Area Rapid Transit (BART) extension to Silicon Valley, a 16-mile heavy rail expansion to the city of San Jose. This project is advancing with local and state funds toward a federal record of decision on environmental work in late 2008. Future New Starts funding requests for final design and construction are expected beginning in fiscal year 2010.

MTC Resolution 3434: Map of Projects



SAFETEA Dollars at Work, FY 2006-09



\$810 Million Total*

- **35%** Transit/Road Rehabilitation
- **23%** System Management
- **25%** Livable Communities
- **8%** Air Quality
- **5%** Transit/Road Expansion
- **4%** Other

*STP (Surface Transportation Program)/CMAQ (Congestion Mitigation and Air Quality) funds only

As illustrated by the chart above, MTC employs a “fix it first” philosophy in our spending priorities, including those derived from the 2005 SAFETEA (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) legislation. Overall, 80 percent of the region’s investments are being directed to maintenance. Likewise, the largest share (35 percent) of our SAFETEA flexible funds — Surface Transportation Program and Congestion Mitigation and Air Quality program funds — goes to road and transit rehabilitation.

A sampling of the types of projects receiving flexible federal funds includes:

- Transportation for Livable Communities projects, such as grants for transit, pedestrian and bicycle amenities that improve travel options and enhance quality of life;
- 511 — our award winning traveler information service;

- Freeway Service Patrol — the system of roving tow trucks that aid stranded motorists in order to reduce congestion resulting from traffic incidents; and
- TransLink® — the region’s transit-fare smart card that enables seamless cash-free connections between the region’s various transit agencies, allowing transit riders to use a single card to pay their fares.



A motorist gets a gallon of fuel courtesy of MTC’s Freeway Service Patrol.

Bay Area Leads Vision for the Future

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A SAFETEA-created group — the Surface Transportation Policy and Revenue Study Commission — is traveling across the nation to explore America's transportation needs, and potential new financing structures. The group is charged with offering a new direction for the nation's surface transportation system now that the Interstate Highway System is complete. MTC Executive Director Steve Heminger — appointed by House Speaker Nancy Pelosi — is serving on the panel, whose recommendations later this year are expected to shape the direction of the next federal transportation authorizing legislation.

New Regional Planning Effort

The nine-county San Francisco Bay Area is about to embark on a major update of its long-range transportation plan. When adopted, the *2009 Regional Transportation Plan* will fund a set of investments and advocate strategies throughout the region to improve Bay Area transportation while supporting a growing economy and taking on environmental challenges.

Several initiatives will help to focus priorities, including a Freeway Performance Initiative, a High-Occupancy/Toll (HOT) Lane Network Study and a Regional Rail Plan.

Regional Collaboration

For the first time, the plan will be developed in collaboration with the Association of Bay Area Governments, the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. These regional partners will be acting through the Joint Policy Committee established by state law in 2004.



Peter Beeler

MTC's next long-range plan will reflect the region's vision for linking transportation dollars to support regional land-use goals.



Transit is vital to metropolitan mobility.



Noah Berger

Seniors register for a public forum on senior driver safety.

State Infrastructure Bond: Voters Begin Reversing Decades of Neglect

The \$19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006 will deliver tremendous benefits throughout the Bay Area. Over the next 10 years, MTC expects the bond to provide more than \$4 billion to improve the region's highways, public transit systems, and local streets and roads. Bond proceeds will not come close to meeting all the Bay Area's transportation needs, but the funding represents an important down payment and begins to reverse decades of neglect.

Corridor Mobility Improvement Account

The first program to be funded through the bond is the Corridor Mobility Improvement Account (CMIA). The California Transportation Commission is responsible for final project selections.

The CMIA provides \$1.8 billion for highway projects across Northern California. MTC's call for projects in November 2006 yielded more than 50 applications totaling some \$4 billion. MTC ultimately winnowed this list to 23 projects and \$2 billion of funding requests (see opposite page), plus four projects (#19-22) for the bond's trade corridors fund and one project for the bond's intelligent transportation systems fund (#17).



Long commute times are the norm for travelers on the region's most congested freeway, Interstate 80 in Alameda County.



Evening bottleneck approaching the Caldecott Tunnel on State Route 24

Each of the Bay Area projects selected by MTC passes all key performance requirements. They are:

- ready to build;
- have a complete and viable funding plan;
- improve traffic based on current congestion;
- have a high cost/benefit return;
- reduce congestion in key trade corridors.

Category	Amount (in billions)
Corridor Mobility	\$4.5
Public Transportation Modernization & Improvement (State Transit Assistance Formula)	\$4.0
Trade Corridors	\$2.0
Local Roads	\$2.0
State Transportation Improvement Program	\$2.0
Air Quality	\$1.2
State-Local Partnership	\$1.0
State Route 99	\$1.0
Transit Security	\$1.0
Highway Repairs	\$0.5
Other	\$0.7
TOTAL	\$19.9

Bay Area Funding Requests

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Congestion Relief/Carpool Lanes

- 1 I-580 HOV lane: Hacienda Dr. to Greenville Rd.
- 2 I-680 HOV lane extension: N. Main St. in Walnut Creek to SR 242
- 3 I-80/I-680/SR 12 Interchange and I-80 HOV lane: Red Top Rd. to Airbase Parkway
- 4 I-880 SB HOV lane extension: 98th Ave. to Marina Blvd.
- 5 I-880 HOV lane extension: SR 237 to U.S. 101
- 6 SR 4 East HOV lane extension: Somersville Rd. to SR 160
- 7 U.S. 101 HOV lane extension: Railroad Ave. to Wilfred Ave.
- 8 U.S. 101 HOV lanes: Steele Ln. to Windsor River Rd.

- 9 U.S. 101 Narrows HOV lane extension: SR 37 to south of SR 116

Other Congestion Relief

- 10 U.S. 101 add lanes: Marsh Rd. to SR 85
- 11 U.S. 101 widening and interchanges: Yerba Buena Rd. to I-280/I-680
- 12 U.S. 101/I-580 corridor improvements
- 13 I-880/I-280 interchange: Includes Stevens Creek Blvd. and Winchester Blvd. off-ramps

Connectivity

- 14 SR 12 Jameson Canyon widening
- 15 SR 24: Caldecott Tunnel fourth bore

Intelligent Transportation Systems (ITS)

- 16 I-80 Integrated Corridor Mobility
- 17 SFGO corridor management
- Regionwide system management (not mapped)

Safety

- 18 South access to Golden Gate Bridge: Doyle Drive replacement

Trade

- 19 Cordelia truck scales
- 20 I-580 eastbound truck climbing lane: Greenville Rd. to Altamont Pass
- 21 I-580 westbound truck climbing lane: I-580/I-205 to Altamont Pass
- 22 I-880 operational and safety improvements: 23rd Ave. and 29th Ave.

MTC Staff Recommended Highway Projects For Proposition 1B Funding*

Legend

- Corridor with peak-period freeway congestion
- HOV Lane (existing)
- HOV Lane (under construction or funded)
- Congestion Relief/Carpool Lane project to be built with Proposition 1B funds
- Other Congestion Relief project to be built with Proposition 1B funds
- Connectivity project to be built with Proposition 1B funds
- ITS project to be built with Proposition 1B funds
- Safety project to be built with Proposition 1B funds
- Trade project to be built with Proposition 1B funds

Miles

0 10 20

Street base map © Thomas Bros. Maps.
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MTC Graphics/pb — 1/9/2007



*Focused on highway improvements through Corridor Mobility Improvement Account; Trade Corridors; State Transportation Improvement Program; Intelligent Transportation Systems; and SHOPP

Toll Bridge Projects Protect Public Safety, Improve Mobility

Building on the financial foundation and oversight structure established by the state Legislature in 2005, the Bay Area's crucial toll bridge seismic retrofit program is moving full-speed ahead. The new oversight agency established by the Legislature — the Toll Bridge Project Oversight Committee (TBPOC) — now issues monthly reports on the program's status, providing greater accountability and transparency, and ensuring that any cost or schedule issues are identified early and addressed aggressively.



John Huseby

Skyway segment being lifted into place for new Bay Bridge East Span

Bay Bridge Skyway Project Almost Complete

The 1.3-mile Skyway section of the long-awaited new Bay Bridge East Span is now more than 90 percent built, with two sleek parallel structures slated for completion later this year. A fabrication yard established at the Port of Stockton to cast the Skyway's 452 concrete segments closed in December 2006 after the last of the precisely engineered segments was transported by barge to the bridge site and hoisted into place above San Francisco Bay. Work already is underway on the foundations for the dramatic self-anchored suspension (SAS) portion of the new East Span.



Caltrans

Benicia-Martinez Bridge new span

New Benicia-Martinez Bridge to Open This Year

The new Benicia-Martinez Bridge, which will carry five lanes of traffic traveling northbound on Interstate 680 from Contra Costa County to Solano County, is scheduled to open to traffic in late 2007. Funded through the voter-approved Regional Measure 1 toll program administered by MTC, the \$1.2 billion project includes an all-new interchange between Interstates 680 and 780. The new bridge served as a proving ground for several technical breakthroughs, including new processes for cooling poured-in-place concrete and the use of "bubble curtains" to protect migratory fish from sound waves.

Bay Bridge West Approach Project Nears Homestretch

The retrofit-by-replacement of the mile-long Bay Bridge West Approach through downtown San Francisco — a delicate operation that involves swapping the seismically vulnerable existing structure for a modern, earthquake-safe freeway — cleared its biggest technical hurdles in 2006 and is now steaming toward completion in 2009.

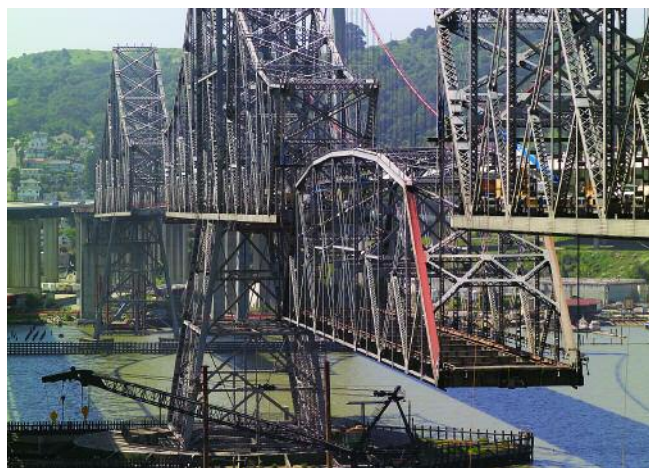
One of the key milestones was achieved last year with two weekend closures of the eastbound Bay Bridge (in June and again over the three-day Labor Day weekend), allowing work crews to demolish more than 1,000 feet of fragile roadway. The TBPOC (which includes MTC Executive Director Steve Heminger, Caltrans Director

Bay Area Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Completed
San Mateo-Hayward Bridge Seismic Retrofit	Completed
Richmond-San Rafael Bridge Seismic Retrofit	Completed
Eastbound Carquinez Bridge Seismic Retrofit	Completed
Benicia-Martinez Bridge Seismic Retrofit	Completed

Will Kempton and California Transportation Commission Executive Director John Barna), engineered a full-scale information blitz to alert the public to the closures, and arranged for BART and Bay Area ferry systems to provide additional transbay service during these weekends. As a result, impacts on Bay Area traffic were kept to a minimum.

More Milestones On Tap

Bay Area toll bridge projects will reach several more milestones in the months ahead. These include completion of foundation work for the SAS portion of the new Bay Bridge East Span and the start of construction on an all-new interchange between Interstate 880 and State Route 92 in Hayward. This \$196 million interchange project, to be financed with Regional Measure 1 toll



Deconstruction of the 1927 Carquinez span

funds, will replace a long-outmoded 1960s era interchange, dramatically improving traffic flow to and from the San Mateo-Hayward Bridge and alleviating one of the Bay Area's most notorious congestion hot spots.

Disappearing from the Bay Area highway network in 2007 will be the original Carquinez Bridge, which was replaced in 2003 by the state-of-the-art suspension span that now carries westbound Interstate 80 traffic from Vallejo to Crockett and is named for the late ironworker and bridge builder Alfred Zampa. Careful piece-by-piece dismantling of the historic 1927 bridge began in spring 2006 and is on track for completion by December 2007.



A careful balance is maintained between construction and deconstruction on the Bay Bridge's new West Approach.

FasTrak® — the popular electronic toll collection system administered by MTC's alter ego, the Bay Area Toll Authority (BATA) — shifted into even higher gear over the past year, with enrollment swelling by nearly one third to more than 610,000 accounts. To further expand and improve the FasTrak program, BATA is implementing a comprehensive two-year plan that includes enhanced marketing and distribution of FasTrak toll tags; converting more lanes at bridge toll plazas to FasTrak-only lanes; and using new technology to improve operating efficiencies.

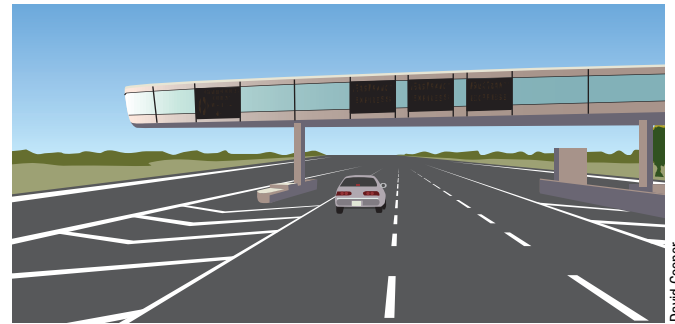
The FasTrak payoff is twofold: reduced congestion at the toll plazas and reduced emissions from idling vehicles. A FasTrak-only lane can handle about three times as many vehicles per hour as a standard lane.

Open-Road Tolling Coming to Bay Area

One of the boldest elements of the new FasTrak Strategic Plan is the introduction of open-road tolling (allowing motorists to pass through the toll facility at highway speeds using their FasTrak toll tags) at the new Benicia-Martinez Bridge toll plaza when the new span opens in late 2007. Already in

use on high-occupancy/toll lanes on select Southern California freeways, this will mark the first deployment of open-road tolling technology in the Bay Area.

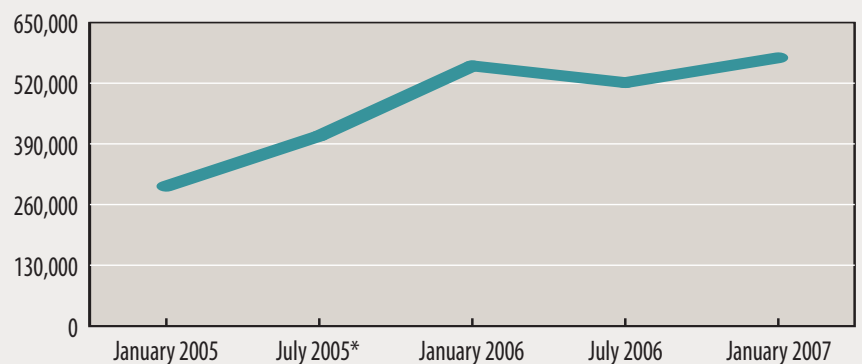
FasTrak toll tags are now available at select Costco and Safeway stores, helping to fuel a dramatic enrollment surge in early 2007.



David Cooper

Computer rendering of open-road tolling on new Benicia-Martinez Bridge

Growth in FasTrak Enrollment, 2005–07



* Beginning June 2005, regional FasTrak data are reported.

Source: Bay Area Toll Authority



FasTrak allows cars to move faster using the FasTrak-only lanes on all Bay Area toll bridges.

The Bay Area's TranLink® system — the most sophisticated transit-fare smart card program in the U.S. — began rollout in late 2006, with start-up passengers using the distinctive green cards on all AC Transit, Dumbarton Express and Golden Gate Transit bus and ferry routes. The powerful, versatile and reloadable TranLink card:

- eliminates the need for exact change and/or multiple transit passes;
- allows faster boarding;
- automatically grants transfers and calculates appropriate discounts — even for passengers moving from one transit system to another;
- allows card and balance replacement for riders whose TranLink card is lost or stolen; and
- improves transit agencies' service planning, marketing and financial accounting.

BART and SF Muni to Get on Board Next

Phased expansion of the TranLink system will continue with the addition of the Bay Area's two largest transit operators, BART and San Francisco Muni, as well as the Caltrain commuter railroad line. SamTrans and Santa Clara Valley Transportation Authority are scheduled to come aboard in a subsequent expansion phase, with other smaller transit agencies joining the system by 2010.



TranLink customer uses smart card on AC Transit bus.

How TranLink Works

TranLink stores value in the form of electronic cash and transit passes. To pay a fare, a rider simply “tags” the card by touching it to one of the card

readers installed on buses or at the entrance to transit stations and the card reader automatically deducts the correct fare, including any appropriate discounts. With



The TranLink smart card also keeps track of fare discounts for seniors and the disabled.



TranLink, the new transit-fare smart card, enables Bay Area commuters to pay transit fares electronically.

TranLink, transit riders will never again have to fumble for exact change or juggle multiple passes and tickets.

Customers can order TranLink cards — and add value to them — online, by phone or by mail. Cards also are available at transit agency ticket offices and at some 75 participating retail locations, including Raley's. With TranLink's

convenient autoload feature, customers can even set up their cards to reload automatically using a secure fund transfer from a bank account or credit card.

511: Leading Edge System Keeps Bay Area on the Move

MTC's 511 traveler information service continues to be a hit with Bay Area travelers, generating more than 450,000 calls and 1.5 million Web visits each month. With a range of features unparalleled by 511 systems anywhere else in the country, the Bay Area's award-winning 511 service provides current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options.

511 Driving TimesSM Expanded

Among the most popular features on the 511 site is the 511 Driving Times service, which uses several high-tech systems — including FasTrak toll tags — to calculate current travel times from point to point along the Bay Area highway network. Covering about 90 percent of the region's freeway miles, the 511 Driving Times service was expanded in 2006 to include more corridors, including:

- State Routes 1 and 92 along the San Mateo County coast, and
- Lombard Street, 19th Avenue and Park Presidio in San Francisco.

Predict-a-TripSM Takes the Guesswork Out of Trip Planning

In a continued effort to provide superb customer service to 511 users, MTC launched "Predict-a-Trip" in February 2007. The new feature of the 511 traffic Web site provides typical driving time and speed information for selected driving routes during specific times of the day. Users choose a route and then select the day of the week and time of day for which they are interested in receiving typical travel times and speeds. Predict-a-Trip provides users with a valuable planning tool for their out-of-the-ordinary trips.



Along busy Bay Area freeways, changeable message signs display up-to-the-minute or "real time" 511 driving times.



511.org homepage featuring the expanded 511 DrivingTimesSM map

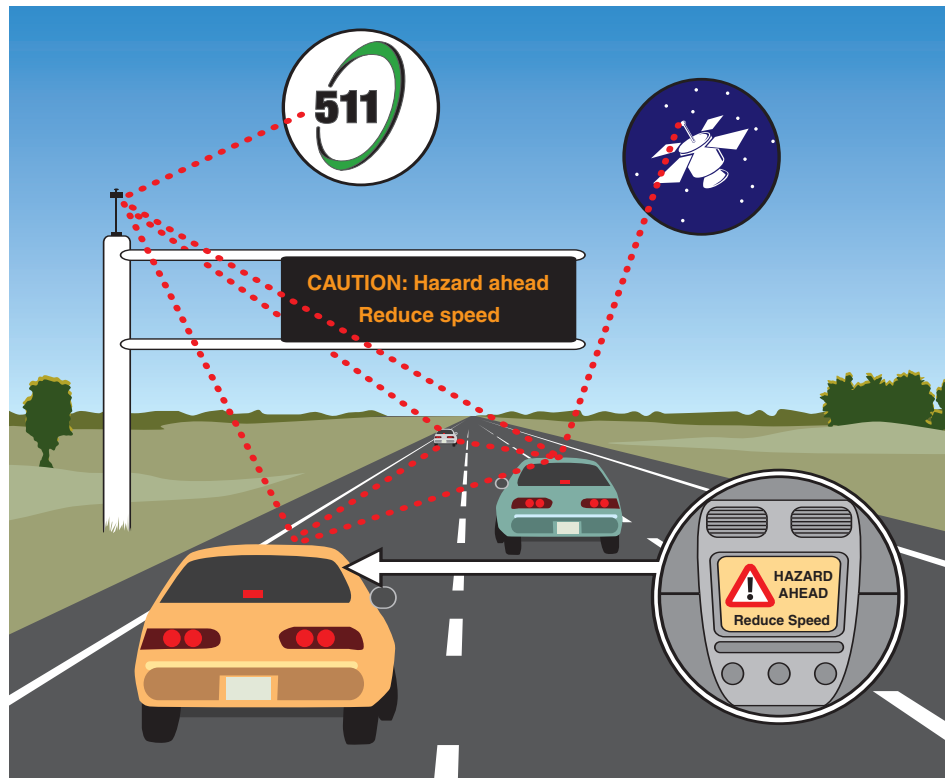
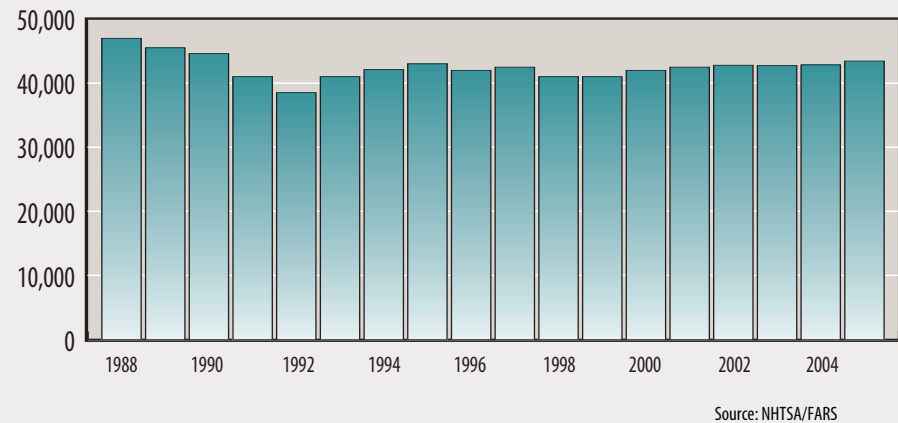
Bay Area VII Test Will Help Shape National Safety Dialogue

The number of highway fatalities in the United States has remained depressingly constant for more than two decades. The U.S. Department of Transportation (DOT) is looking to improve these statistics with sophisticated vehicle-to-infrastructure and vehicle-to-vehicle communication that will enable the flow of critical safety warnings and other data to reduce crashes and improve mobility. This effort is being called the Vehicle Infrastructure Integration (VII) initiative.

In partnership with the automotive industry, the U.S. DOT is testing VII in Michigan and California. These tests will assess the feasibility and institutional value of VII, and inform a deployment decision expected in late 2008. If VII is deployed nationwide, roadside infrastructure will need to be installed on all freeways and most major arterials in the country. Congress will need to take action in the next authorization by providing policy guidance and/or funding to enable timely deployment.

To support the U.S. DOT, MTC has partnered with Caltrans and several automobile manufacturers to develop a VII test bed on Bay Area roads. These tests

Automobile Accident Fatalities by Year



Roads can be safer and more efficient with VII.

will evaluate a variety of VII technologies and applications, including intersection collision warning, traveler information and automated dynamic tolling.

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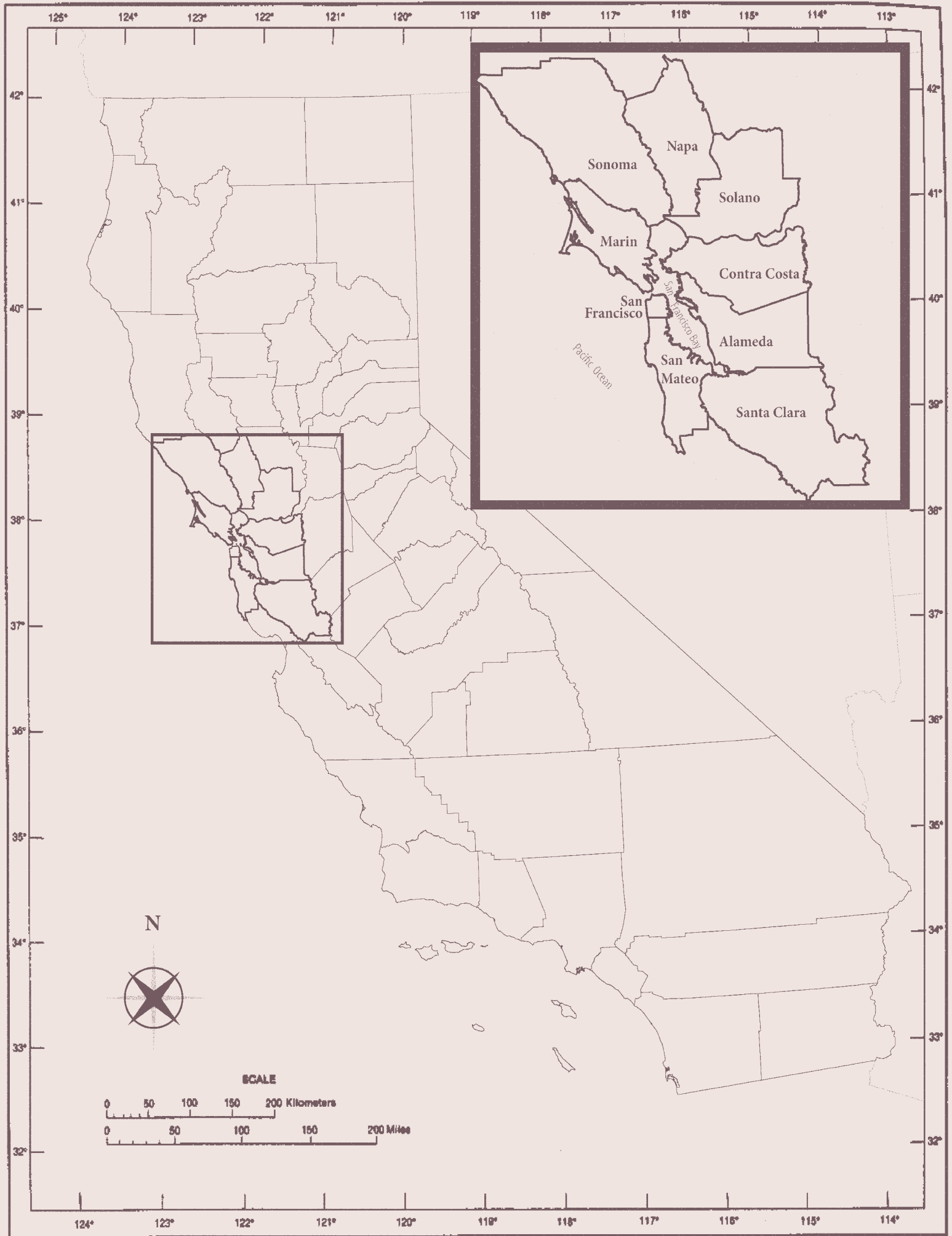
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Back Cover: Passengers boarding Muni bus after baseball game — MTC photo archives; Cars speed through toll plaza using FasTrak® — Caltrans; Oakland-Alameda Ferry cruising across bay with Golden Gate Bridge in background — Peter Beeler; Traffic congestion on Interstate 880 westbound — Caltrans.





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